batteries, clinical thermometers, barometers, pesticides and drugs, electrical and electronic appliances etc.

(d) and (e) Various legislative measures and initiatives have been taken for regulation of use and import of mercury. These, *inter-alia*, include the following:

- Import of mercury bearing wastes has been totally banned under the Hazardous Wastes (Management and Handling) Rules, 2003.
- Import of identified hazardous mercury compounds namely Mercuric chloride, Mercuric Oxide, Mercury acetate, Mercury fulminate, Mercury methyl chloride, Methoxy ethyl mercuric acetate, Methyl mercuric di-cyanamide and Phenyl mercury acetate have been covered under the Manufacture, Storage, Import of Hazardous Chemicals Rules, 1989 necessitating furnishing of the details to the prescribed authorities.
- No new plant and/or expansion of mercury-cell process based Chlor-alkali plants have been granted environmental clearance since 1994 under the provisions of EIA Notification, 1994. As per the available data, mercury cell based plant capacity in India is currently at 29%.
- A Charter on Corporate Responsibility for Environmental Protection for Chlor-alkali industry sector has been formulated, under which a number of action plans including switch-over to membrance cell technology and reduction of mercury comsumption at <50gm/t of product have been initiated.

Corporate safety plan

*178. SHRI P. PRABHAKAR REDDY:
SHRI MANOJ BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have prepared a Corporate Safety Plan (CSP) in order to ensure safety in rail journeys;

(b) if so, the details thereof;

(c) whether some of the major recommendations of the

Justice H.R. Khanna Committee and Rakesh Mohan Committee have been incorporated in the CSP in so far as they relate to renewal and replacement of assets and modernization and technological upgradation and if so, the details thereof; and

(d) by when the CSP is likely to be put in place?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Yes Sir. "Corporate Safety Plan" of Indian Railways for the period 2003 to 2013 has been finalized and laid on the Table of the Sabha on 19th August, 2003.

(b) The Corporate Safety Plan (CSP) states the objectives, targets and strategies for which the Indian Railways would be striving in the next decade. The document encompasses the broad priorities and time frame of the safety related works along with assessed approximate requirement for financial investments.

Some of the salient features of the Plan are:—

(i) Aim to reduce overall consequential train accidents per million train kilometres from 0.44 in 2002-03 to 0.17 in 2012-13.

(ii) Targeting elimination of collisions by extensive use of Anti-Collision Device (ACD) and other measures.

(iii) 60% reduction in derailments.

(iv) Reduction in fire accidents and consequent fatalities by 80% by adoption of fireproof coaches and use of fire retardant materials in the existing coaches.

(v) Containing the rising trend in level crossing accidents.

(vi) Aiming at reduction in fatalities in case of serious accidents by use of Crash Worthy Coaches and tight lock couplers with anti-climbing features.

(vii) Filling up of all Safety Category posts on urgency basis.

(viii) Proposal for Safety Related Retirement Scheme (SRRS) for gangmen and drivers in age group of 50 to 57 years.

(c) The Corporate Safety Plan is generally based on the recommendations of Railway Safety Review Committee (Khanna Committee) and encompasses technological upgradation, renewal of assets and better maintenance practices etc. This covers continuous rehabilitation and modernization of assets including tracks, railway bridges, signalling gears, rolling stock etc. The Corporate Safety Plan envisages a safety action plan involving total investment of Rs. 31,835 crores for safety related works in the ten years period.

(d) The Corporate Safety Plan has been formulated for the period 2003—2013. The timeframe for completion of safety enhancement works envisaged in the plan would depend on the quantum of work involved over the entire Indian Railways and availability of funds from year to year and *inter-se* priority of various projects.

Howrah-New Delhi Rajdhani accident

*179. SHRI KALRAJ MISHRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether inquiries into the cause(s) of the Howrah-New Delhi Rajdhani accident on September 9, 2002 have been completed;

(b) if so, the findings thereof; and

(c) whether it was attributed to a sabotage and if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) Yes, Sir. The statutory inquiry by the Commissioner of Railway Safety, Eastern Circle into the derailment of Howrah-New Delhi 2301 Up Rajdhani Express near Rafiganj in Aurangabad District of Mughalsarai Division on September 9, 2002 has been completed. The final report was received on 11.11.2002.

(b) and (c) Commissioner of Railway Safety, Eastern Circle, attributed the accident to 'opening of fishplates and elastic rail clips of the cess side single rail in Howrah end approach of Bridge No. 445 by some miscreants'. He classified the accident under the category of 'Sabotage'.